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Sikeston, Mo. — "For seven years I suffered everything. I was in bed for four or five days at a time every month, and so weak I could hardly walk. I had cramps, backache and headache, and was so nervous and weak that I dreaded to see anyone or have anyone move in the room. The doctors gave me medicine to ease me at those times, and said that I ought to have an operation. I would not listen to that, and when a friend of my husband's told him about Lydia E. Pinkham's Vegetable Compound and what it had done for his wife, I was willing to take it. Now I look the picture of health and feel like it, too. I can do all my own housework, work in the garden and entertain company and enjoy them, and can walk as far as any ordinary woman, any day in the week. I wish I could talk to every suffering woman and girl, and tell them what Lydia E. Pinkham's Vegetable Compound has done for me." — Mrs. DEMA BETHUNE, Sikeston, Mo.

Remember, the remedy which did this was Lydia E. Pinkham's Vegetable Compound.

It has helped thousands of women who have been troubled with displacements, inflammation, ulceration, tumors, irregularities, periodic pains, backache, that bearing down feeling, indigestion, and nervous prostration, after all other means have failed. Why don't you try it?

LEVY DENIES INTEREST IN OUTFITTING COMPANY

Francis Levy, proprietor of the Model Clothing Store, takes exception to an article appearing in the morning paper in connection with the case of Albert Half, who was charged by Levy with embezzlement and of which charge Half was cleared yesterday.

"I want to say," said Levy, "that I have no connection whatever with the Francis Levy Outfitting Co. I am in charge of the Model store and I do not owe a penny to any man save in the course of day to day business. I have always paid my bills when they come due and I resent the charges that I have anything to do with the Francis Levy Outfitting Company, now in process of bankruptcy. When I quite the concern some months ago it didn't owe a dollar to anybody. What its troubles have been since is none of my business."

VISIT TO HILO TO BE CONSIDERED

No new business of importance is anticipated to come up at the quarterly meeting of the Merchants' Association this afternoon. Reports of committees, which will be in order, may contain interesting matters for discussion. A report of the association's members of the joint committee on a commercial building will be due, which may lead to the presentation of new ideas on that subject.

President A. J. Gignoux said this morning that the meeting would take up the invitation of the Board of Trade of Hilo to a commercial conference there in September. He considered it a very good scheme and hoped the Association would show a proper interest in it, and, although it was pretty hard sometimes to get the merchants away from their business, he trusted that a goodly number would be able to visit Hilo on the occasion.

SUGAR OVER FOUR CENTS.

Alexander & Baldwin, Ltd., received the following dispatch from New York yesterday afternoon:

"Kentukian arrived today, basis 4.05. Holders of raws are asking 4.11; refiners are bidding 4.05. October basis, 10s. 7d. Favorable weather in Europe, but rains wanted badly in eastern Germany. Senate is likely to pass some sugar legislation, probably Lodge or Smoot bill."

The Kentukian had 3129 tons of the Missouri's cargo.

The Lodge bill removes the Dutch standard and refiners' differential, but retains the present rate of duty on raw sugar.

The Smoot bill provides for the elimination of the Dutch standard and the refiners' differential and for a small reduction on raw sugar. Starting with a duty of 95 cents per hundred on 75-degree sugar, it increases the rate 3 cents per hundred for each additional degree, which brings the duty out at \$1.58 on 96-degree sugar, a reduction from the present duty on nonconcessionary sugar of 10 1/2 cents per hundred. It reduces the rate on Cuban 96-degree sugar from \$1.348 to \$1.264, or 8.4 cents per hundred.

SMALL FARMING THRIVES.

S. T. Starrett, marketing superintendent, brings back from a tour of Hawaii and Maui favorable reports on small farming. Cabbage grown on Hawaii he considers the best ever shipped to Honolulu. Celery along the Volcano road is of fine quality, and Mr. Starrett showed the growers how to bleach it. Rhubarb is doing well in the same region, and the Bermuda onions on the Kona coast are thriving surprisingly. There is no blight on Irish potatoes on Maui, but the corn in the Kula district is suffering from drought. Mr. Starrett advocates more dry farming.

ARMY AND NAVY

WASHINGTON, D. C., July 16.—Ten thousand navy yard mechanics will pass under the protection of the civil service law, when President Taft signs the executive order now being prepared by the Navy Department officials in conjunction with the civil service commission.

Theoretically these men have been shielded against the vicissitudes of political changes by a system of regulations governing the employment boards in navy yards and stations, but these were subject to change or abolition at the will of the person who might be at the head of the department and lacked the binding force of the law.

The men now in the yards are not to be required to undergo examinations, but newcomers will be subjected to severe practical tests, and must also pass physical examinations. A regulation that any one leaving work and seeking reinstatement must place his name at the bottom of the roll of eligibles is regarded as a probable deterrent to strikes.

The strike at the Norfolk navy yard, which was directed against the use of time cards, was wound up with the strikers applying for reinstatement. They have been out of work sixty days.

The Navy Department has consented, placing their names on the employment rolls as of July 1.

It is stated at the War Department that Col. Frank McIntyre, assistant chief of the bureau of insular affairs of the War Department, will be nominated as head of that bureau, to succeed Brig. Gen. Clarence Edwards, appointed brigadier general of the line.

With nearly \$100,000,000 in the cash drawer of the Treasury, officials expressed the belief that it will not be necessary to issue additional bonds for the construction of the Panama canal for nearly a year.

The purchase and building of the waterway to date has cost the United States \$276,487,000. Of this amount, \$137,886,000 has been paid out of the general fund of the Treasury, and the remainder from bond issues.

Balancing its books for the fiscal year just closed, the Treasury Department

issued a statement that the army cost \$150,182,000, against \$160,136,000 the previous year; the navy \$135,556,000, against \$119,938,000, and pensions \$153,597,000 against \$157,981,000.

The postal deficiency for the year, according to unrevised figures, was \$1,568,000, while \$22,616,000 was paid out in interest on the public debt.

While Secretary Meyer is still confined to his bed at Hamilton, Mass., he has so far recovered from typhoid fever that it is expected he can be removed soon to his flagship Dolphin at Beverly, twelve miles distant, for a short run to sea.

Lieut. Chandler K. Jones, recently attached to the naval station at Puget Sound, has been dropped from the navy as a result of recent court-martial proceedings. Lieut. Jones is from Ohio, and entered the navy in April, 1900.

Officers as well as enlisted men in the navy are expected to qualify as swimmers, and their inability to do so will count against their efficiency records. Hereafter in reporting on the inspection of warships, the inspecting officers will be required to report what percentage of the officers and of the crew "can swim five minutes without exhaustion," and also what percentage "can swim completely around the ship."

Swimming is made part of the regular instruction of midshipmen and of enlisted men. At Annapolis recently the diplomas of several graduates were held up until they were able to meet the swimming requirements.

Since the Army Aviation School was established in June last year the officers attached to it have had 259 hours and 15 minutes of actual flying. This includes all flights up to June 30 of this year. During the period the number of individual flights totaled 1500.

From January 1 to June 30, 731 flights were made, consuming 130 hours and 12 minutes. These figures include actual service flights, and disregard flights made by aeroplanes before final acceptance by the government as well as practice "hops" across the field of student officers.

REPUBLICANS WILL TURN UP WILSON'S RECORD TO BEAT HIM

Nomination of Jerseyite Gives the Taft Leaders Very Grave Concern

BY C. S. ALBERT.

[Special Star-Bulletin Correspondence]

WASHINGTON, D. C., July 15.—The eventual selection by the Baltimore convention of Governor Woodrow Wilson as the Democratic Presidential candidate immediately gave Mr. Taft and all the Republican leaders grave concern. It was admittedly the strongest nomination that could have been made, and calculated to prove the most menacing to Republican success. It at once became apparent that a hard fight is ahead and the possibility of defeat is greater than was anticipated.

After several conferences between the President, Senator Crane and other party warhorses it was decided to begin the work of looking up the record of Governor Wilson. It was ascertained that he has written many foolish letters on all sorts of political topics and some of these will prove damaging when spread broadcast during the campaign. A search with a fine-toothed comb is now in progress to unearth every scrap penned by Governor Wilson which recorded opinions on which he might now desire to hedge or remain silent.

Labor Unions Against Wilson.

The chief objection to the selection of Wilson comes from the labor organizations. They regard the Governor as unfriendly to them and sought by all possible means to prevent his nomination. They were unable to stem the tide. The labor leaders have not yet announced formal antagonism to his election but will go deeply into his record and seek to obtain assurances from him that he will not oppose such legislation as is demanded by the workmen.

For the same reason Governor Thomas R. Marshall is likely to prove a millstone on the Democratic ticket. He is obnoxious to the labor leaders in a much greater degree than Wilson. The attitude assumed by Governor Marshall in the McNamara dynamiting case did not suit the labor people and he has since that time been the subject of severe criticism. This feeling of antipathy toward Marshall is expected to grow until he may prove the handicap that Whitelaw Reid did to Benjamin Harrison when he was renominated for a second term by the Minneapolis convention and defeated at the polls.

It is considered certain that the friends of Speaker Clark will never attempt to punish Wilson because he was nominated through the exertions of William J. Bryan. They denounce the Nebraskan as a traitor and apply all kinds of choice and assorted epithets to him, but declare they will support the ticket.

The Bryan Domination.

The one striking fact stands out that Bryan did so dominate and control the Baltimore convention as to prevent the naming of Clark and made that of Wilson certain. Whatever his motives he came out of the convention with more marks to his credit than any other participant. He added materially to his prestige and plainly

demonstrated that he still exercises full sway over the Democratic party despite all assertions to the contrary. Although a break between Wilson and Bryan is predicted long before the November elections roll around at this time the New Jersey man has the full and powerful assistance of Bryan and it is promised him to the end. Under such circumstances the strength of Wilson is self-evident.

The movement engineered by Col. Roosevelt to organize a third party and have himself chosen to head a National ticket received a set back when Wilson was named at Baltimore. It was rumored in advance that in the event of his nomination Col. Roosevelt would abandon his third party program. This was denied by the Colonel on the very night of Governor Wilson's selection and a conference of progressive leaders was immediately called to meet at Sagamore Hill. This gathering was for the purpose of issuing a call for a third party convention early in August. A list of reasons and declaration of principles was also to be set forth.

Senator Dixon Gifford Pinchot and others who stood by the Colonel during his fruitless and impotent contest attended.

Oyster Bay Overcast.

This gathering at Oyster Bay was overcast by the gloomy fact that a large number of those who fought for Roosevelt at Chicago had already announced allegiance to either Taft or Wilson. Among these was Governor Loomis of Michigan. In the same connection Dr. Harvey W. Wiley, former Chief Chemist of the Agricultural Department, became a Wilson convert and offered to take the stamp for him whenever his services were required.

So many of the Progressives thus aligned themselves with one party or the other, as to indicate that the Roosevelt movement will not prove such a stupendous or successful affair as was predicted earlier. It seems destined to fall of its own weight, as do all such movements.

Third Party Not Popular.

Even the Progressive Republican Senators do not seem inclined to go far in assisting Col. Roosevelt. They held a meeting and seriously discussed the entire situation. The net result was that a majority of them insisted on remaining strictly within the regular Republican organization and refusing to take any action which might hereafter classify them as bolters. Senator La Follette did not attend the conference. Senators Bristow and Clapp were the only ones present who suggested that a third party might be a good thing and intimate that possibly they might cast in their lot with such a propaganda.

Senators Works, of California, has openly and repeatedly declared that while he will positively refuse to support Taft he will not enter a third party. He is willing the Republicans should suffer temporary defeat provided it has the eventual effect of purifying that organization and ridding it alike of bosses and privileged interests.

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Of good proportions; has deep and room seat, resting on sensitive coil springs; adjustable foot rest, new unclipping lever, foot brake, detachable 16-spoke wheels, bright tinted finish, 10 inches in diameter, with 1/2-inch rubber tires; 3-bow hood, upholstered in imitation leather. This is the strongest and lightest all-tubular carriage on the market. Price, \$14.00.



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